

# NEW-YORK DAILY TRIBUNE, THURSDAY, OCTOBER 30, 1856.

dividends to satisfy their stockholders, forced them to keep out interest every dollar that safety would permit. And as long as Banks allow interest upon deposits we presume these periodical contributions and expositions will occur. It is possible that the borrowing public will learn a lesson from the constant repetition of this fast and loose policy on the part of the banks, but it is very doubtful.

The sales of lands of the Illinois Central Railroad for the third week of October are \$114,750 for 16,547 acres, averaging \$16 per acre. This makes the aggregate sales for three weeks \$350,000. The officers of this road write from Chicago that the road is blocked up with cars, such is the rush of traffic, and that, although they will continue to receive freight, they will not contract to deliver it before the close of navigation.

The business in Produce is active to-day, without change in prices. There is a good demand for shipment, especially for Wheat. Groceries are moderately active. Sugars are buoyant and active, and Molasses has advanced \$1.40 per barrel over foreign descriptions. Cotton sold to moderate extent at steady prices.

The stringency in the Money market was unabated this morning, but after 2 o'clock accommodations in Stock circles was obtained with much greater facility. The leading Stock houses had money over, and the market was easier than it has been since last week. The banks are doing but little, excepting for their regular dealers. Paper without quotable change has a hardening tendency.

Letters from Marseilles to a leading banking house speak in the most encouraging manner of the prospects for Breadstuffs and predict higher prices. Notwithstanding large receipts from the Eastern ports there has been no decline in prices, and it is evident that they are not sufficient to supply the deficit of the harvest. The advices from Odessa and Galatz are to the effect that the supply coming in is unexpectedly light, and a large fleet of vessels had gathered there waiting cargoes.

The shipments of specie from California for the quarter ending Sept. 30, were as follows:

To New York...	\$3,959,60
To England...	2,377,701.95
To Paris...	6,500
To France...	17,510.00
To China...	4,900.00
To San Francisco...	42,900.00
To Australia...	49,015.00
Total Specie for the third quarter of 1856...	\$13,999,091.95
Shipped during previous half of the year...	31,205.00

Total shipment in 1856 up to Sept. 30...

Shipped during same period last year...

Increase in 1856...

Shipped during third quarter, 1855...

12,586,191.60

We hear of two out of town produce failures to-day, but they are not important.

Mr. John V. I. Pruy, the Treasurer of the New-York Central Railroad, is among the passengers by the Erie to-day, for England. Mr. Pruy, it is stated, goes to London to complete the arrangements for a stock transfer and dividend office there, and also to open facilities for the transfer of the stocks of the Michigan Central and Chicago and Burlington lines.

The La Crosse and Milwaukee Railroad Company give notice of opening the books of subscription to the new stock at their office in Milwaukee on the 10th of December next.

There are now in Milwaukee warehouses and railroad platforms about 500,000 bushels of Wheat, which has accumulated within the past sixty days above the current shipments in that period.

At a special meeting of the Managers of the Catonsville, Williamsport and Erie Railroad Company, held at Philadelphia, a full report of its precise financial position, as well as of the condition of the Road, was laid before them by the President. It will be found to be more favorable than is generally anticipated. The present business of the Road shows a surplus over its expenses of an amount equal to the interest on all its bonds and about 8% cent on the market price of the stock; and with the rolling stock and machinery, contracted for and being delivered, it is believed that in a year or two the dividends of the will be so increased as to render this a regular dividend-paying investment. The Company have no need of any further bonds, and appear to be almost entirely out of floating debt. The whole amount of stock consists of

Thirty-four thousand shares at \$500... \$17,000.00  
First Mortgage Bonds, 7% cent... 1,500.00  
Second Mortg. Bonds, 6% cent... 1,000.00  
Ten Per Cent Bonds, negotiated... 182,500  
Bills payable, bank coupons, and all indebtedness of the Company—liquidated which the Company have \$150,000 of its 10% cent Bonds on hand... 186,000

Total... \$5,722,016

Its total annual liabilities will be:

Seven per cent of \$121,500 Bonds... \$12,055  
Ten per cent of balance of first and second mortg. bonds... 30,000

Net earnings of the Road with present trade... \$150,500

**COL. TOTTEN AND THE HONDURAS RAIL-ROAD.**

To the Editor of the N. Y. Tribune.

SIR: The forey article of THE TRIBUNE of the 15th of Sept. contains a letter from the Chief Engineer of the Panama Railway, in reference to the proposed route of inter-oceanic communication through Honduras. I certainly regret that so high an authority as Col. Totten should repeat my report on the Honduras line "as the most fallacious one ever presented to the public." But, after all, that is a mere matter of opinion, and it is hardly possible that Col. Totten's very natural devotion to the Panama interest may have slightly warped his judgment.

But I take it, the feasibility and value of the Honduras Railway is less a question of opinion than of fact; and when the Colonel comes to see the breakdown entirely, notwithstanding the somewhat complacent character in which he concludes his letter— "And you know that with us Central America has something of a study"—and notwithstanding that elsewhere he affirms, "I have studied Mr. Squier's report with care"—yet the admiring world will be astonished to learn that, with all his studies of Central America and of my report, he has never yet found out the line of the proposed Honduras Road, nor even the points in which it terminates. On the contrary, he writes incoherently about some imaginary line of his own, running through San Salvador to the little port of Isabel on the fresh-water lake of Dulce, in the State of Guatemala, a trifle of a hundred miles to the westward of the Honduras line. This little port, which he calls the proposed terminus on the Atlantic side, he pronounces shallow and utterly inadequate; but as no one seems to have entertained the thought of going there except the Colonel, the fact is not of much consequence.

Now if Col. Totten had really taken the trouble to look over, I will not say "study," that fallacious report of mine, he would have found that the Atlantic terminus of the Honduras line is Puerto Cabello, Venezuela, and not Isabel in Guatemala. He would also have found an accurate account of that line from the surveys of Lieut. J. G. Union's Staff, N. Y., made in 1848, and have discovered that that in a certain distance, due to water, safety of anchorage and all other essentials, this is the best port on the Atlantic coast of Central America without exception. And if he had pursued his inquiries further, he would have found that Carter selected it as the grand entrepot and depot for the New World, for the reason, as expressed in his letter to the Emperor Charles Vth: "That it is the best port in all New-Spain."

I should do the Colonel justice to say, that he has really found out our Pacific port, and pronounces it good, which is consoling.

But Col. Totten is not only dissatisfied with what he seems to think is the northern part of the proposed line, but with the general features, and especially the grades of the road. But I submit that the Colonel's line is not out of the question. He runs to Isabal in Guatemala, crossing several ranges of mountains, and may be as bad as he represents, or worse. Our route to Puerto Cabello in Honduras, is quite another affair. From what I know of the Colonists line, I think his estimate for building it—\$3,000,000 and fifteen years of time—are altogether too low. He could not do it for twice the money!

Soziously, I am quite willing to agree with what THE TRIBUNE says of Col. Totten's engineering abilities. His energy and skill to overcome the great natural obstacles to a railroad at Panama, a deadly climate, and lack of men and material, and in carrying that great and useful work to a conclusion, are beyond praise. But no amount of engineering ability, or personal energy and skill, can enable a man to make himself a subject of which he is ignorant. Col. Totten probably is on the subject of the Honduras Railway. Col. Totten's zeal to support the Panama Railway against any real or supposed rivalry, is neither a matter of surprise or complaint. He is paid to do it. But his employers have no right to call on him to make him responsible. Even his acknowledged reputation cannot support many such affidavions in his letter of Sept. 3—so needless, whilst since he expressly declares

that "the friends of the Panama Road have nothing to fear from the Honduras scheme!" Of course not. The Honduras Railway enterprise will not escape opposition and misrepresentation; but the nature of its attacks made on it hitherto seems to indicate that its opponents never had the benefit of the whole advice given by an affectionate father, his son who applied to be a Number 1. "Remember my boy, when you fire at your gun always point the muzzle away from yourself." Respectfully yours,

E. G. SQUIER.  
Paris, Oct. 11, 1856.

### Family Marketing.

The following table gives the retail price of the principal articles of Farm Produce in the City of New-York on Wednesday, Oct. 29:

FARM.	
Hamburg, 12 b.	12 lbs. 12 oz.
Flour, 40 lb.	40 lbs.
Flour, 50 lb.	50 lbs.
Starch, 10 lb.	10 lbs.
Rump Roast, 12 lb.	12 lbs.
Round Roast, each.	12 lbs.
Beef Tongue, each.	12 lbs.
Beef Round, 12 lb.	12 lbs.
Beef Tongue, each.	12 lbs.
Cuts & bones.	12 lbs.
Crabs, 25 dozen.	25 lbs.
Lobster, 12 lb.	12 lbs.
Shrimps, 12 lb.	12 lbs.
Scallop Shrimps, 12 lb.	12 lbs.
White Fish, 20 lb.	20 lbs.
Salmon, 20 lb.	20 lbs.
Salmon, 25 lb.	25 lbs.
Salmon, 30 lb.	30 lbs.
Salmon, 35 lb.	35 lbs.
Salmon, 40 lb.	40 lbs.
Salmon, 45 lb.	45 lbs.
Salmon, 50 lb.	50 lbs.
Salmon, 55 lb.	55 lbs.
Salmon, 60 lb.	60 lbs.
Salmon, 65 lb.	65 lbs.
Salmon, 70 lb.	70 lbs.
Salmon, 75 lb.	75 lbs.
Salmon, 80 lb.	80 lbs.
Salmon, 85 lb.	85 lbs.
Salmon, 90 lb.	90 lbs.
Salmon, 95 lb.	95 lbs.
Salmon, 100 lb.	100 lbs.
Salmon, 105 lb.	105 lbs.
Salmon, 110 lb.	110 lbs.
Salmon, 115 lb.	115 lbs.
Salmon, 120 lb.	120 lbs.
Salmon, 125 lb.	125 lbs.
Salmon, 130 lb.	130 lbs.
Salmon, 135 lb.	135 lbs.
Salmon, 140 lb.	140 lbs.
Salmon, 145 lb.	145 lbs.
Salmon, 150 lb.	150 lbs.
Salmon, 155 lb.	155 lbs.
Salmon, 160 lb.	160 lbs.
Salmon, 165 lb.	165 lbs.
Salmon, 170 lb.	170 lbs.
Salmon, 175 lb.	175 lbs.
Salmon, 180 lb.	180 lbs.
Salmon, 185 lb.	185 lbs.
Salmon, 190 lb.	190 lbs.
Salmon, 195 lb.	195 lbs.
Salmon, 200 lb.	200 lbs.
Salmon, 205 lb.	205 lbs.
Salmon, 210 lb.	210 lbs.
Salmon, 215 lb.	215 lbs.
Salmon, 220 lb.	220 lbs.
Salmon, 225 lb.	225 lbs.
Salmon, 230 lb.	230 lbs.
Salmon, 235 lb.	235 lbs.
Salmon, 240 lb.	240 lbs.
Salmon, 245 lb.	245 lbs.
Salmon, 250 lb.	250 lbs.
Salmon, 255 lb.	255 lbs.
Salmon, 260 lb.	260 lbs.
Salmon, 265 lb.	265 lbs.
Salmon, 270 lb.	270 lbs.
Salmon, 275 lb.	275 lbs.
Salmon, 280 lb.	280 lbs.
Salmon, 285 lb.	285 lbs.
Salmon, 290 lb.	290 lbs.
Salmon, 295 lb.	295 lbs.
Salmon, 300 lb.	300 lbs.
Salmon, 305 lb.	305 lbs.
Salmon, 310 lb.	310 lbs.
Salmon, 315 lb.	315 lbs.
Salmon, 320 lb.	320 lbs.
Salmon, 325 lb.	325 lbs.
Salmon, 330 lb.	330 lbs.
Salmon, 335 lb.	335 lbs.
Salmon, 340 lb.	340 lbs.
Salmon, 345 lb.	345 lbs.
Salmon, 350 lb.	350 lbs.
Salmon, 355 lb.	355 lbs.
Salmon, 360 lb.	360 lbs.
Salmon, 365 lb.	365 lbs.
Salmon, 370 lb.	370 lbs.
Salmon, 375 lb.	375 lbs.
Salmon, 380 lb.	380 lbs.
Salmon, 385 lb.	385 lbs.
Salmon, 390 lb.	390 lbs.
Salmon, 395 lb.	395 lbs.
Salmon, 400 lb.	400 lbs.
Salmon, 405 lb.	405 lbs.
Salmon, 410 lb.	410 lbs.
Salmon, 415 lb.	415 lbs.
Salmon, 420 lb.	420 lbs.
Salmon, 425 lb.	425 lbs.
Salmon, 430 lb.	430 lbs.
Salmon, 435 lb.	435 lbs.
Salmon, 440 lb.	440 lbs.
Salmon, 445 lb.	445 lbs.
Salmon, 450 lb.	450 lbs.
Salmon, 455 lb.	455 lbs.
Salmon, 460 lb.	460 lbs.
Salmon, 465 lb.	465 lbs.
Salmon, 470 lb.	470 lbs.
Salmon, 475 lb.	475 lbs.
Salmon, 480 lb.	480 lbs.
Salmon, 485 lb.	485 lbs.
Salmon, 490 lb.	490 lbs.
Salmon, 495 lb.	495 lbs.
Salmon, 500 lb.	500 lbs.
Salmon, 505 lb.	505 lbs.
Salmon, 510 lb.	510 lbs.
Salmon, 515 lb.	515 lbs.
Salmon, 520 lb.	520 lbs.
Salmon, 525 lb.	525 lbs.
Salmon, 530 lb.	530 lbs.
Salmon, 535 lb.	535 lbs.
Salmon, 540 lb.	540 lbs.
Salmon, 545 lb.	545 lbs.
Salmon, 550 lb.	550 lbs.
Salmon, 555 lb.	555 lbs.
Salmon, 560 lb.	560 lbs.
Salmon, 565 lb.	565 lbs.
Salmon, 570 lb.	570 lbs.
Salmon, 575 lb.	575 lbs.
Salmon, 580 lb.	580 lbs.
Salmon, 585 lb.	585 lbs.
Salmon, 590 lb.	590 lbs.
Salmon, 595 lb.	595 lbs.
Salmon, 600 lb.	600 lbs.
Salmon, 605 lb.	605 lbs.
Salmon, 610 lb.	610 lbs.
Salmon, 615 lb.	615 lbs.
Salmon, 620 lb.	620 lbs.
Salmon, 625 lb.	625 lbs.
Salmon, 630 lb.	630 lbs.
Salmon, 635 lb.	635 lbs.
Salmon, 640 lb.	640 lbs.
Salmon, 645 lb.	645 lbs.
Salmon, 650 lb.	650 lbs.
Salmon, 655 lb.	655 lbs.
Salmon, 660 lb.	660 lbs.
Salmon, 665 lb.	665 lbs.
Salmon, 670 lb.	670 lbs.
Salmon, 675 lb.	67